

FLIGHT

and
AIRCRAFT ENGINEER

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The Outlook

The Big Shows

INCREASES in size and speed of aircraft bring problems of their own when it comes to holding exhibitions. To afford an opportunity for the greatest number of people to inspect closely the aircraft, engines and the multiplicity of auxiliary and ancillary equipment, a very large hall in the centre of a city is the obvious choice, but has the disadvantage that the exhibits must of necessity be "static." On the other hand, the R.A.F. Displays held at Hendon between the wars proved that enormous numbers are interested in dynamic demonstrations of aircraft. To combine the two is difficult because many modern aircraft are of such large dimensions that transport problems become serious, even if a hall large enough to house them can be found. The flying characteristics of many present-day aircraft are such as to require a fairly large airfield.

In this matter of exhibitions, France and Great Britain are following different courses. The S.B.A.C. Display is being held in September at Farnborough, and the general public will be admitted on two days. The rest of the time will be devoted to showing foreign visitors and potential customers what the British aircraft industry has to offer. Both are likely to be impressed.

The Paris Aero Show, to be held during the first two weeks of May next year, represents a different approach to the problem. As in previous years, the main exhibition will be held in the Grand Palais des Champs Elysées, but as its doors limit the size of exhibit that can be got into the Palais, an innovation so far as Paris Aero Shows are concerned is that aircraft, and certain airport equipment, too large for the Grand Palais, will be staged in the open on the Esplanade des Invalides. Should any aircraft not be capable of being dismantled for transport to the Invalides, it will be shown at one of the Paris airports. Exhibitors of aircraft will be able to give flying demonstrations of their aircraft types at airports in the Paris district. After the show, one or

two days will be set aside for general flying demonstrations.

Each of the two plans has its merits and its drawbacks. Farnborough is well suited to the static exhibition as well as to the flying displays, and undoubtedly the foreign visitors will find the venue entirely adequate. The only drawback, so far as the general British public is concerned, is that it will have to travel a considerable distance to the show, but doubtless the Southern will organize a good train service, so the worst that can be said is that Londoners will have to incur a slightly larger expense than if the show had been held at Olympia, for example.

The French plan scores by having the two major exhibitions right in the centre of Paris, but they will be static, and if the Parisian wishes to see flying displays, he will have to go to an airfield outside the city. As a result, the emphasis is likely to be on the static part of the show in Paris whereas at Farnborough the interest should be fairly equally divided.

A Flight to Egypt

THIRTY years ago last Saturday a Handley Page biplane landed at Aboukir, near Cairo, after having been flown out from England. That was the first time in history an aircraft had accomplished this flight, and the occasion may be said to have marked the beginning of the surveys which the R.A.F. made over the England-Australia and England-South Africa Empire air routes. The Royal Air Force is still doing air surveys, but they are photographic and use the very latest equipment. The 1918 flight to Egypt, and the other R.A.F. flights which followed it, were concerned with visual inspection of the most likely routes, with the behaviour of the aircraft in less temperate climates than our own, and with locating suitable sites for airfields.

Air Vice-Marshal Borton (he was then a Brigadier-